

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	Peninsula Corridor Joint Powers Board
Project Name:	Peninsula Corridor Electrification Project
Project Type: <i>See Attachment A</i>	A2: Expand/Enhance transit service
Description of Project (Short):	The Peninsula Corridor Electrification Project (PCEP), will electrify and upgrade the performance, operating efficiency, capacity, and reliability of Caltrain's diesel commuter rail service.
Project Location:	The project is located along a 51 mile portion of the existing Caltrain right-of-way between the 4th and King Station in San Francisco to the Tamien Station in San Jose.
Project Start Date (anticipated):	6/30/2016
Project End Date (anticipated):	12/1/2020

Funding Information:

Funding Year:	FY 2015/16
Requested Amount of PUC 99313:	\$0
Requested Amount of PUC 99314:	\$1,089,039
Total LCTOP Funding:	\$1,089,039
Total Project Cost:	\$1,758,518,000

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	4,151,242
Project Life:	30
Estimated Total GHG Reduction:	124,537,260

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	Census Tract: 6075017801 and 6085505202
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	TP 1F: Project creates or improves infrastructure or equipment that reduces air pollution on regular routes that are primarily within a disadvantaged community.
Qualitative Description of DAC Benefit?	By electrifying the Caltrain line, the disadvantaged communities directly along the line will see measurable reductions in GHG's and other pollutants as a direct benefit of the project
Describe the DAC Need Project Addresses?	The project addresses the need to reduce air pollution within the disadvantaged community.
Benefits?	\$544,519.50

Co-benefit

Critical Air Pollution Reduction:	lbs/day ROG: -168 Nox: -566 CO: -1813 PM10: -179 PM2.5: -50
VMT Reduction:	558,127,172
Ridership Increase	13,468,180
Fuel Use Reduction:	4,526,073 gallons of diesel fuel annually
Energy Use Reduction:	N/A

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

<i>LCTOP Allocation</i>	15/16	16/17	17/18
Request Amount per PUC 99313:	\$0	\$0	\$0
Request Amount per PUC 99314:	\$1,089,039	\$0	\$0
Total Project Allocation Request:	\$1,089,039	\$0	\$0
Project Title:	Peninsula Corridor Electrification Project		
Project Location/Address:	Caltrain right-of-way in San Francisco, San Mateo and Santa Clara Counties		

Table 1: Project Lead Information

		Legislative District Numbers	
Agency Name:	Peninsula Corridor Joint Powers Board	Assembly:	17, 22, 24, 25, 27, 28
Contact Person:	Peter Skinner	Senate:	10, 11, 13, 15
Contact Phone #:	650-622-7818	Congressional:	CA-12, 16, 17, 18, 19
Email Address:	skinnerp@samtrans.com	Amount:	PUC Funds Type:
Address:	1250 San Carlos Ave	\$	1,089,039 99314
	San Carlos, CA 94070	\$	

Table 2: Contributing Sponsor Information

Name:	Amount :	PUC Fund Type:
Contact:	\$	
Contact Phone #:	\$	
Email Address:		
Address:		

Other Contributing Sponsors: (Attach sheet with contact information)	Amount:	PUC Fund Type:
Name:	\$	
Name:	\$	
Name:	\$	

TOTAL \$1,089,039

(*Contributing project sponsors provide signed letters of verification as to amount and eligibility or sign cover page)

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

a) Greenhouse Gas Reduction - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

The GHG reduction for the PCEP project includes two components: (1) the conversion of approximately 75% of the existing diesel fleet to an electrified fleet in 2020 followed by the full-fleet (100%) conversion to electrified vehicles in 2040, and (2) the reduction of regional VMT due to increased and improved train service levels which replace auto trips with transit trips.

Analysis to support the PCEP Final Environmental Impact Report (FEIR) shows that in 2020 the PCEP project will reduce GHG by approximately 80,000 MTCO₂e per year, when compared to the "no project" condition. This estimate includes the GHG reduction associated with the partial fleet conversion (75%) and the reductions in VMT associated with the increased in weekday ridership of 12,000.

In 2040, with the full fleet conversion to electric vehicles, the PCEP FEIR shows a projected GHG reduction of approximately 130,000 MTCO₂e per year, compared to 2040 "no project". The 2040 "project" scenario assumes that the remaining 25% of the remaining diesel fleet is converted to electric vehicles. This GHG reduction in 2040 also includes the reductions in VMT associated with increased weekday ridership of approximately 30,000.

The PCEP FEIR is on the Caltrain website:

http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject/PCEP_FEIR_2014.html

b) Increased Mode Share - Describe how this project will directly increase mode share.

The electric vehicles (EMUs,) are much lighter than the existing diesel trains and can accelerate and decelerate faster than diesel trains. This provides the flexibility to increase the frequency of service without adding travel time and/or reduce the overall travel time from one end of the corridor to the other. This important improvement allows for increased capacity on the corridor and makes it possible for Caltrain to serve more customers at more stations.

c) Disadvantaged Communities (DAC) Project Criteria

See Attachment B for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantaged community (e.g., vouchers, reduced fares, transit passes).

Low Carbon Transportation Projects

<input type="checkbox"/>	1A	<input type="checkbox"/>	2A
<input type="checkbox"/>	1B	<input type="checkbox"/>	2B
<input type="checkbox"/>	1C	<input type="checkbox"/>	2C
<input type="checkbox"/>	1D		

Transit Projects

<input type="checkbox"/>	1A	<input type="checkbox"/>	1G	<input type="checkbox"/>	2E
<input type="checkbox"/>	1B	<input type="checkbox"/>	1H	<input checked="" type="checkbox"/>	2F
<input type="checkbox"/>	1C	<input type="checkbox"/>	2A	<input type="checkbox"/>	2G
<input type="checkbox"/>	1D	<input type="checkbox"/>	2B	<input type="checkbox"/>	2H
<input type="checkbox"/>	1E	<input type="checkbox"/>	2C	<input type="checkbox"/>	2I
<input type="checkbox"/>	1F	<input type="checkbox"/>	2D		

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

e) Co-Benefits - Check all additional Benefits/Outcomes.

<input type="checkbox"/> Improved Safety	<input type="checkbox"/> Coordination with Educational Institutions
<input checked="" type="checkbox"/> Improved Public Health	<input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12
<input type="checkbox"/> Reduced Operating/Maintenance Cost	<input checked="" type="checkbox"/> Promotes Active Transportation (walking, biking)
<input checked="" type="checkbox"/> Increase System Reliability	<input checked="" type="checkbox"/> Promotes integration with other modes of transportation
<input type="checkbox"/> Other Benefits (describe below)	

f) Co-Benefits - Describe benefits indicated above in d) and any other benefits not listed.

The project will enable Caltrain to further livability principals by continuing to provide a safe, reliable, efficient and environmentally superior alternative to motor vehicle transportation. The project will enhance livability by decreasing travel times and improving service frequency, making Caltrain a more attractive commute alternative for the region's growing population. Furthermore, converting to electric service will reduce systemwide greenhouse gas emissions by over 80 percent and allow for the operation of quieter trains, enhancing the quality of life for residents adjacent to the Caltrain corridor.

The Bay Area is growing at a dramatic rate and with that comes added traffic congestion and increased pollution. Bay Area residents are demanding more alternative modes of transportation and asking cities to enact policies that reduce greenhouse gases. Caltrain is uniquely situated to help meet these goals through electrification.

Table 6: Project Schedule

Capital Projects	
Begin Construction Phase (Contract Award) Award: Jun 2016; Constr. Start: Dec 2016	Jun 2016
End Construction Phase (Contract Acceptance) Sub. Comp: Jun 2020	Oct 2020
Begin Vehicle/Equipment Order (Contract Award)	Sep 2016
End Vehicle/Equipment Order (Contract Acceptance) 78 months after Award (6.5 yrs)	Mar 2023
Begin Closeout Phase Begins during Electrification closeout	Jun 2020
End Closeout Phase Ends during Vehicle contract	Sep 2023
Operations Projects	
Begin expanded/enhanced transit services	Dec 2020
End expanded/enhanced transit services	N/A
Begin Closeout Phase	N/A
End Closeout Phase	N/A

START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.

Pre-construction costs (e.g design, environmental and right-a-way) are not eligible to be funded by LCTOP funds, they must be funded by other sources.

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

The ridership projections shown in this request were developed as part of the PCEP Final Environmental Impact Report (FEIR). The Santa Clara Valley Transportation Authority (VTA) travel forecast model was used to develop systemwide ridership projections for the PCEP. The socioeconomic data forecasts included as part of the VTA model are consistent with the regional transportation plan (Plan Bay Area).

The VTA model was first validated to observed travel patterns for the FEIR base year of 2013. Then using future regionally adopted socioeconomic data, the VTA model was used to prepare forecast year ridership and output for the project horizon years of 2020 and 2040.

The key assumptions used for the ridership projections were based on prototypical schedules that were modeled in 2020 and 2040.

d) Describe the assumptions and process for how the operating cost projections were developed.


Caltrain outsources rail operation and maintenance to a private contractor under an O&M contract. Transit America Services, Inc. (TASI) provides rail operations, maintenance and support services (Base O&M contract) for a base term of five years plus five months of mobilization, with five, one-year option terms allowing service contract extension for additional years. TASI began its service on May 26, 2012. The contract with TASI is a Cost Plus Performance Fee based contract. For the purpose of this application, Caltrain assumes that it will continue contracting out train operations and maintenance. The Base O&M contract costs (with no growth in service) were projected to escalate by 4 percent annually based on Caltrain historic rate of growth in the O&M costs. The contractor performance fee was assumed to continue at the current pay-out level of \$3 million a year due to overall satisfactory performance.

Low Carbon Transit Operations Program

TOTAL PROJECT COST AND FUNDING PLAN

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds.

Person preparing this form (please type or print) Peter Skinner, Manager, Grants and Fund Programming	Phone: 650-622-7818	Date: 1/25/2016
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Approval Authority: Sign and date  1-26-2016	Typed name and phone number: April Chan, Chief Officer, Planning, Grants and Transportation Authority, 650-508-6228
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Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project
Component	Prior	FY16	FY17	FY18	FY19	FY20	FY21+	Total
PA&ED	38,470,000	0	0	0	0	0	0	38,470,000
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	8,000,000	10,480,000	135,700,000	225,530,000	409,760,000	140,370,000	100,690,000	1,045,300,000
Veh/Equip Purchase	11,845,322	48,069,039	166,170,000	77,100,000	162,250,000	117,103,639	92,210,000	674,748,000
Operations/Other	0	0	0	0	0	0	0	0
TOTAL	58,315,322	58,549,039	301,870,000	302,630,000	572,010,000	257,473,639	192,900,000	1,758,518,000

Low Carbon Transit Operations Program (LCTOP)								Total
Component	Prior	FY16	FY17	FY18	FY19	FY20	FY21+	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase	935,322	1,089,039	1,800,000	1,800,000	1,800,000	843,639		8,268,000
Operations/Other								0
TOTAL	935,322	1,089,039	1,800,000	1,800,000	1,800,000	843,639	0	8,268,000

Funding Source: Federal Transit Administration Formula Funds								Total
Component	Prior	FY16	FY17	FY18	FY19	FY20	FY21+	Total
PA&ED	16,000,000							16,000,000
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase	5,230,000	21,620,000	62,530,000	29,400,000	66,050,000	58,360,000	70,710,000	313,900,000
Operations/Other								0
TOTAL	21,230,000	21,620,000	62,530,000	29,400,000	66,050,000	58,360,000	70,710,000	329,900,000

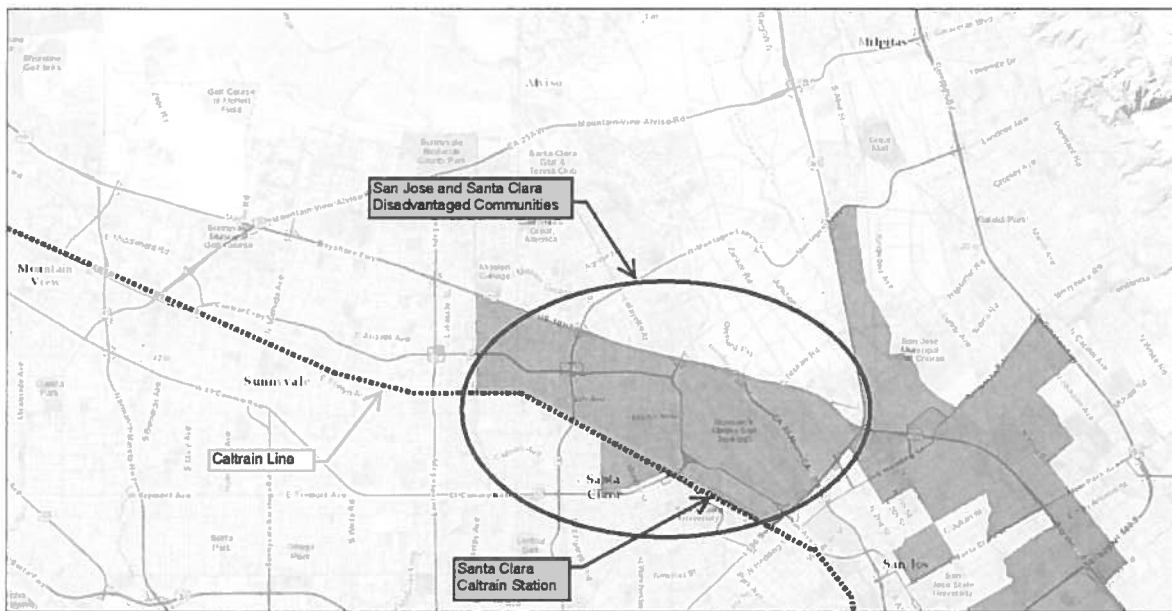
Funding Source: JPB Member Agency Funding								Total
Component	Prior	FY16	FY17	FY18	FY19	FY20	FY21+	Total
PA&ED	22,470,000							22,470,000
PS&E								0
R/W								0
CON		6,480,000	23,070,000	34,420,000	24,240,000	11,430,000	5,160,000	104,800,000
Veh/Equip Purchase	5,680,000	25,360,000	10,440,000	7,900,000	7,900,000	7,900,000	500,000	65,680,000
Operations/Other								0
TOTAL	28,150,000	31,840,000	33,510,000	42,320,000	32,140,000	19,330,000	5,660,000	192,950,000

Funding Source: Regional Bridge Toll Funds								Total
Component	Prior	FY16	FY17	FY18	FY19	FY20	FY21+	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase			39,400,000					39,400,000
Operations/Other								0
TOTAL	0	0	39,400,000	0	0	0	0	39,400,000

1:577,791

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

SB 535 Disadvantaged Communities



March 13, 2015

Census Tract: 6085505202

1.72224

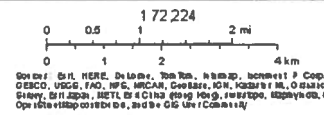
0 0.75 1.5 3 mi

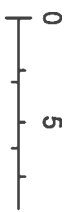
0 1.25 2.5 5 km

Source: Esd, HERE, DeLorme, TopTom, InfoMap, Microsoft P Corp., GSCCO, USGS, FAO, NPS, NRCAM, GeoBasis, KN Karto; Map: OpenStreetMap contributors, Mapbox Contributors, © OpenStreetMap contributors, and the GIS User Community

A map of San Francisco, California, highlighting the Caltrain commuter rail line and the San Francisco Disadvantaged Community. The Caltrain line is shown as a thick black line running north-south through the city. The San Francisco Disadvantaged Community is indicated by a shaded area in the northern part of the city, near the Golden Gate Bridge. Key landmarks and streets are labeled, including the Golden Gate Bridge, Presidio of San Francisco, and various streets like Lombard St, Green St, and Geary Blvd. The map also shows the location of the Caltrain 4th and King Station and the Caltrain Commuter Rail line.

Census Tract: 6075017801







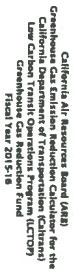
California Air Resources Board (ARB)
Greenhouse Gas Emission Reduction Calculator for the
California Department of Transportation (Caltrans)
Low Carbon Transit Operations Program (LCTOP)
Greenhouse Gas Reduction Fund
Fiscal Year 2015-16



Project Name:	Peninsula Corridor Electrification Project
Project ID:	0

Inputs in **RED** must be filled out

Results	GHG Emissions (MTCO2e)	Description
Net GHG Benefits	4,151,241.83	Total GHG Emission Reductions (MTCO2e)
LCTOP Funds Requested (\$)	1,089,039.00	Funds requested per State Controller's Office Eligible list for FY 2015-16
Total LCTOP Funds Requested (\$)	9,000,000.00	Includes all LCTOP allocations the applicant intends to utilize (up to three FY allocations including FY 2015-16) for the proposed project. Use the State Controller's Office Eligible list for FY 2015-16 allocation funding amounts to estimate the subsequent funding allocations.
Total GGRF Funds Requested (\$)	9,000,000.00	Includes the Total LCTOP fund requested and any other GGRF Program monies
Total GHG Emission Reductions /Total GGRF Funds Requested (\$)	0.4612	The metric to be reported in the application.



California Air Resources Board (ARB)
Greenhouse Gas Emission Reduction Calculator for the
California Department of Transportation (Caltrans)
Low Carbon Transit Operations Program (LCTOP)
Greenhouse Gas Reduction Fund
Fiscal Year 2015-16

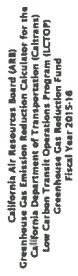
Fiscal Year 2015-16

Product Name	Product Category Description
Product ID	Product ID

In order to convert a highlighted cell in yellow with **RED** headers are required fields (indicated on the right) (see Quantification methods)

Must be filled out from left to right

[illegible]



California Air Resources Board (ARB)
Greenhouse Gas Emission Reduction Calculator for the
California Department of Transportation (Caltrans)
Low Carbon Transit Operations Program (LCTOP)
Greenhouse Gas Reduction Fund
Fiscal Year 2015-16

Project Name:	Project ID:	Project Category Identification Project
		0

Inserts into columns highlighted in YELLOW with **##** headers are required fields dependent on project type (see qualifications)

Inputs into columns highlighted in yellow with **RED** headers are required fields dependent on project type (see quantification methodology)

[illegible]

Low Carbon Transit Operations Program (LCTOP) AUTHORIZED AGENT

AS THE _____ Executive Director _____
(Chief Executive Officer / Director / President / Secretary)

OF THE _____ Peninsula Corridor Joint Powers Board _____
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

____ April Chan, Chief Officer, Planning Grants and Transportation Authority _____ OR
(Name and Title of Authorized Agent)

____ Virginia Harrington, Deputy CEO _____ OR
(Name and Title of Authorized Agent)

(Name and Title of Authorized Agent)

____ Jim Hartnett _____
(Print Name)

____ Executive Director _____
(Title)

(Signature)

Approved this ____ Twenty Sixth ____ day of ____ January _____, 2016 ____

Attachment: Board Resolution approving Authorized Agent

Low Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

Project Sponsor: Peninsula Corridor Joint Powers Board

Agency Name: Peninsula Corridor Joint Powers Board

Effective Date of this Document: 1/25/16

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

A. General

- (1) The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project lead must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
- (3) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (4) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (5) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (6) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (9) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to

E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at the Department's discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

BY: _____

Jim Hartnett, Executive Director
Peninsula Corridor Joint Powers Board

RESOLUTION NO. 2016 – 14

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

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**AUTHORIZING THE FILING AND EXECUTION OF ANNUAL CAP AND TRADE FUNDING
AUTHORIZED AGENT FORMS AND CERTIFICATIONS AND ASSURANCES**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is an eligible project sponsor and may receive State funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to State-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the California State Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including the JPB; and

WHEREAS, the Executive Director recommends, and the Staff Coordinating Council concurs, that the Board of Directors authorize the Executive Director, or his designee, to file and execute annual cap and trade funding applications, certifications and assurances, authorized agent forms, any agreements, related amendments, and any other documents required to apply for and receive LCTOP funding.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby:

1. Agrees to comply with all conditions and requirements set forth in the annual certifications and assurances, authorized agent forms, and any

applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and

2. Authorizes the Executive Director, or his designee, to take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap and trade funding applications, certifications and assurances, authorized agent forms, any agreements, related amendments, and other documents required to apply for and receive LCTOP funds.

Regularly passed and adopted this 4th day of February, 2016 by the following vote:

AYES: CISNEROS, GEE, PERALEZ, RAMOS, TISSIER, YEAGER
WOODWARD

NOES: NONE

ABSENT: COHEN, GUILBAULT


Chair, Peninsula Corridor Joint Powers Board

ATTEST:


JPB Secretary

RESOLUTION NO. 2016 – 13

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

* * *

**AUTHORIZING THE FILING AND EXECUTION OF A FUNDING APPLICATION FOR THE
PROCUREMENT OF ELECTRIC MULTIPLE UNITS IN THE AMOUNT OF \$1,089,039**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is an eligible project sponsor and may receive State funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to State-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the California State Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including the JPB; and

WHEREAS, the Executive Director recommends, and the Staff Coordinating Council concurs, that the Board of Directors authorize the Executive Director, or his designee, to apply for and receive \$1,089,039 in Fiscal Year (FY) 2015-16 LCTOP funds for the procurement of Electric Multiple Units (EMUs) as part of the Peninsula Corridor Electrification Project (PCEP).

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby:

1. Agrees to comply with all conditions and requirements set forth in the annual certifications and assurances, authorized agent forms, and any

applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and

2. Authorizes the Executive Director, or his designee, to apply for and receive from Caltrans \$1,089,039 in FY2015-16 LCTOP for the procurement of EMUs as part of the PCEP, that will electrify the Caltrain corridor and purchase new EMUs.
3. Authorizes the Executive Director, or his designee, to take such actions as may be necessary to give effect to this resolution, including filing and executing funding applications, certifications and assurances, authorized agent forms, agreements, related amendments, or other documentation that may be required to receive LCTOP funds.

Regularly passed and adopted this 4th day of February, 2016 by the following

vote:

AYES: CISNEROS, GEE, PERALEZ, RAMOS, TISSIER, YEAGER
WOODWARD

NOES: NONE

ABSENT: COHEN, GUILBAULT

ATTEST:


JPB Secretary


Chair, Peninsula Corridor Joint Powers Board